

# High Alert Intersection

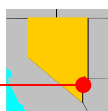
## KVGT North Las Vegas (Nevada)

Where to find:

Tower: 125.70

Ground: 121.70

ATIS: 118.50



### Runway 12R/30L at Taxiway A

Aircraft taxiing via Taxiways A and B and/or R and B fail to turn and do not realize their close proximity to the Runway.

### Runway 12L/30R at Taxiway A

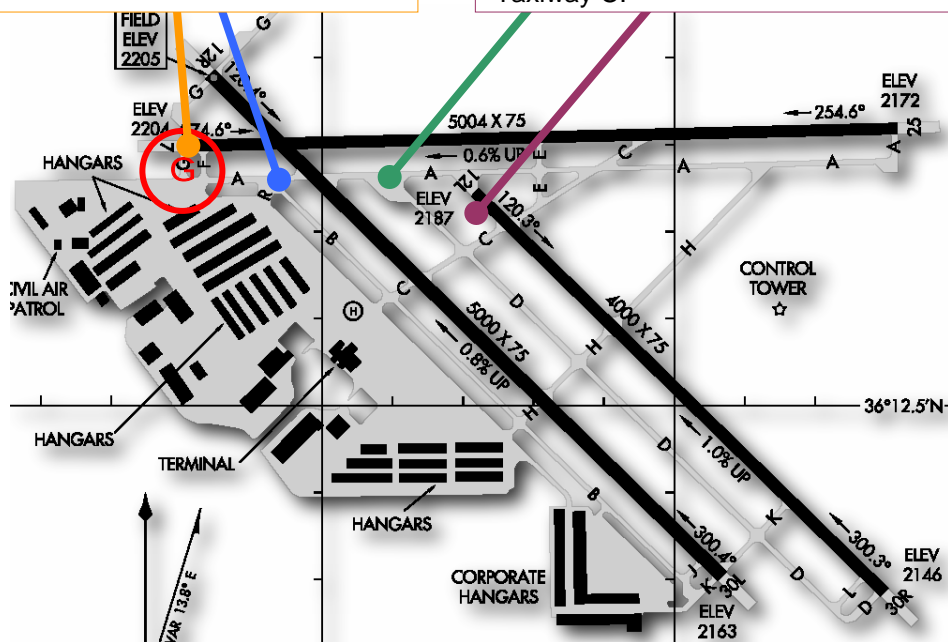
After completing a run-up, aircraft fail to hold short of Runway 12L/30R.

### Runway 7/25 at Taxiway G


After completing a run-up, aircraft fail to hold short of Runway 07 at Taxiway G.

### Runway 12L/30R at Taxiway C


After exiting Runway 07/25, aircraft fail to hold short of Runway 12L/30R. The Hold Short Line for Runway 12L/30R is encountered very rapidly upon entering Taxiway C.




## Insider


 Class B

 Frequency

 Traffic Pattern

 Tower Visibility

 Student Pilots

 VGT and LAS

*Just click on one of the "Insider Topics" for more information*

Last Update: 05-06-2003

AWP-1R

© Runway Safety Program Western Pacific Region

DO NOT USE FOR NAVIGATION

# Summary of Comments on KVG T

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## Author: Class B Airspace

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Page: 1

Sequence number: 1

Date: 3/4/2004 9:55:25 AM

Type: Note

VGT is a busy multi-runway airport located adjacent to and under the LAS Class B airspace. VGT operations are expected to increase by approximately 50,000 per year when the ILS is commissioned for runway 12L and the east parking ramp is complete.

## Author: Ground And Tower Frequency

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Page: 1

Sequence number: 2

Date: 3/4/2004 9:55:41 AM

Type: Note

There are times when the clearance delivery frequency and the ground control frequency are combined. The frequency can get congested. Pilots should ensure they have received and understood the instructions issued from the controller, DON'T ASSUME! If in doubt, ask for clarification. Additionally, single pilot aircraft should avoid copying a clearance while the aircraft is moving. As examples, copy a clearance before moving from the parking spot or in the run-up area. This will ensure pilots are not distracted and will not taxi where they shouldn't.

The frequencies at VGT can become very busy and difficult to get a word in. Pilots need to listen carefully to all instructions issued and maintain an awareness of the overall operation. If a pilot does not understand or is not sure of an instruction, ask the controller to repeat or clarify what they said.

When traffic dictates, the tower will open a second tower frequency primarily working the pattern traffic for runway 12L. Pilots should listen carefully for frequency changes and continually monitor the frequency to maintain an awareness of all traffic.

## Author: North Las Vegas vs. McCarran

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Page: 1

Sequence number: 5

Date: 3/4/2004 9:56:45 AM

Type: Note

Many pilots use VGT to avoid the major airport. Pilots should be familiar with the airport and airspace layout before they get to the area. Have a current airport chart open and available at all times when operating on the ground. Also, Las Vegas is a resort town, pilots should ensure they have enough rest and are physically and mentally prepared to operate their aircraft.

## Author: Student Pilot

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Page: 1

Sequence number: 4

Date: 3/4/2004 9:56:22 AM

Type: Note

There are a large number of student pilots that use VGT, including helicopter operations. These helicopters are often in the same traffic pattern and using the same runways as the fixed wing pilots. Pilots should remain vigilant and be aware of these helicopters when following them in the traffic pattern. Try to maintain an awareness of what the aircraft ahead is doing.

## Author: Traffic Pattern/Student Pilots

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Page: 1

Sequence number: 6

Date: 3/4/2004 9:55:57 AM

Type: Note

There are a large number of student pilots that use VGT, including helicopter operations. These helicopters are often in the same traffic pattern and using the same runways as the fixed wing pilots. Pilots should remain vigilant and be aware of these helicopters when following them in the traffic pattern. Try to maintain an awareness of what the aircraft ahead is doing.

## Author: Visibility of Tower

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Page: 1

Sequence number: 3

Date: 3/4/2004 9:56:13 AM

Type: Note

Tower visibility looking to the east towards the approach end of runway 7 and runway 12L and 12R is limited due to aircraft on final approach to the mentioned runways "blending in" to terrain and buildings. This makes aircraft difficult to see for tower controllers, especially in the later afternoon. It is recommended that pilots keep their landing lights on during day and night operations to assist the tower controllers.